

## IN THE CLAIMS

1. In a utility vehicle having a drivetrain including an engine that has an engine rotary output that drives a continuously variable transmission (CVT) that has a CVT rotary output that drives a transaxle that has a transaxle rotary  
5 output that drives at least one wheel, the continuously variable transmission having a CVT turn ratio defined as an engine rotary output speed divided by a CVT rotary output speed, and the transaxle having a transaxle turn ratio defined as the CVT rotary output speed divided by a transaxle rotary output speed, the improvement comprising:  
10 the transaxle turn ratio being greater than five times the maximum CVT turn ratio.

2. The improvement according to claim 1, wherein the transaxle turn ratio is greater than twenty times the minimum CVT turn ratio.

15 3. The improvement according to claim 1, wherein a total gear ratio is the CVT turn ratio multiplied by the transaxle turn ratio, and the difference between the maximum total gear ratio and the minimum total gear ratio is about 40 or greater.

20 4. The improvement according to claim 1, wherein a total gear ratio is the CVT turn ratio multiplied by the transaxle turn ratio, and wherein a maximum torque produced by the vehicle drivetrain corresponds to a total gear ratio of

about 58, an engine rotary speed of about 1500, and an axle rotary speed of about 26.

5        5.        The improvement according to claim 1, wherein the transaxle turn ratio is about 18.

6.        In a utility vehicle having a drivetrain including an engine that has an engine rotary output that drives a continuously variable transmission (CVT) that has a CVT rotary output that drives a transaxle that has a transaxle rotary  
- 10        output that drives at least one wheel, the continuously variable transmission  
-        having a CVT turn ratio defined as an engine rotary output speed divided by a CVT rotary output speed, and the transaxle having a transaxle turn ratio defined as the CVT rotary output speed divided by a transaxle rotary output speed, the improvement comprising:

15        the maximum transaxle turn ratio being greater than 17.

7.        The improvement according to claim 6, wherein a total gear ratio is the CVT turn ratio multiplied by the transaxle turn ratio, and the difference between the maximum total gear ratio and the minimum total gear ratio is about  
20        40 or greater.

8.        The improvement according to claim 6, wherein a total gear ratio is the CVT turn ratio multiplied by the transaxle turn ratio, and wherein a maximum

torque produced by the vehicle drivetrain corresponds to a total gear ratio of about 58, an engine rotary speed of about 1500, and an axle rotary speed of about 26.

5            9.        The improvement according to claim 6, wherein the transaxle turn ratio is greater than five times the maximum CVT turn ratio, and wherein the transaxle turn ratio is greater than twenty times the minimum CVT turn ratio.

10           10.        The improvement according to claim 6, wherein the transaxle turn ratio is about 18.